Lamp system in a Train

366. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be pleas ed to state :

(a) whether it is a fact that in the Lamp system in a train without guard brakevan, the last brickie indicator can be easily removed by anti social elements and they can detach the last rake without the knowledge of driver or the guard:

(b) whether it is fraught with grave danger which may cause serious accidents; and

(c) if so, whether Government have taken any steps to stop the dangerous practice of running trains without guard brakevan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

Deterioration of hygiene and standard of Railway Stations

367. SHRI NYODEK YONGGAM : WiU the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that there is deterioration of hygiene and standard of Railway Station; in the country;

(b) whether it is a fact that senior officials of the Railway Department are not conducting periodical and regular inspection at the Railway Stations;

(c) whether any user surveys have been made to assess the provision of better hygienic and good standard of! the stations; and

(d) if so, what action has been taken/ proposed to be taken to improve the condition of Railway Stations in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) No, Sir. Continuous effort is being made to improve the hygienic condition of stations. However, some cases have come to notice where further improvement to attain the desired standard is required.

(b) to (d) Improvement in sanitation at stations is an ongoing and continuous process and Railways are constantly monitoring the services at various levels. At big stations, arrangements for round-the-clock cleaning exist. Gobblers, spittoons, refuse bins, etc., have been provided at platforms and in waiting halls so that station premises do not get littered with filth. Besides, at some stations dustbins lined with polythene bags have also been provided to enable easy, frequent and effective removal of garbage and filth. "Pay and Use" system has also been introduced to ensure higher standard of cleanliness. Provisions and proper maintenance of aprons in the platform tracks and drainage are being paid greater attention. Periodical opinion polls are also conducted to obtain the views of the travelling public. Frequent inspections and drives are also undertaken from tame to time by officials including senior officers to ensure proper standards.

Increase in accidents in Delhi

368. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE :

SHRI MURLIDHAR CHANDRA-KANT BHANDARE:

SHRIMATI VEENA VERMA :

SHRI RAJNI RANJAN SAHU :

Will the Minister of SURFACE TRANS-PORT be pleased to state :

(a) whether Government are aware that Delhi roads continue to claim the highest fatality rate in India's metropolises;

(b) the number of persons, killed and injured in road accidents in Delhi as against comparative figures for other metropolises and all India figures, for the quarter January-March, 1993 and the four preceding quarters of 1992;

(c) what are the main reasons for the high rate of fatal accidents in Delhi; and

(d) the steps taken and proposed to be taken to curb the menace ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Quarter-wise information is not available. However, the number of persons killed and injured in road accidents, during 1992, in Delhi, Bombay, Calcutta, Madras and the All-India figures are given below :—

Sl. No.	Name of the city	No. of persons killed	No of persons injured
1.	Delhi	1844	9000(P)*
2.	Bombay	406	7791
3.	Calcutta	460(P)	1800(P)
4.	Madras	500(P)	5000(P)
5.	All-India	57000(P)	2,60,000(P)

*Provisional

(c) Some of the reasons which could be attributed for high rate of road accidents in Delhi are :—

(i) Growing population and relatively faster growth of motor vehicles in Delhi in the last few decades.

(ii) Greater complexity/Heterogeneity of vehicular traffic in Delhi.

(iii) Inadequate mass transportation system.

(iv) Poor road conditions, inadequate street lighting etc.

(v) Lack of road signs and markings etc.

(vi) Cattle menace.

(vii) Blatant disregard of traffic rules and regulations by motorists.

(viii) Rash and negligent driving, over-speeding, mechanical fault etc.

(d) The Delhi Police have taken the following steps to minimise the road accidents in Delhi :

(i) Strict and rigid enforcement of Traffic Rules and Regulations.

(2) Organisation of special drives, against rash and negligent driving, driving without licence, drunken driving, Red Light jumping, Road Hogging, Unauthorised Parking at Inter-sections etc.

(3) Regular prosecution of violators by issue of notices.

(4) Special mobile checking on National Highways.

(5) Prosecution through most modern equipments viz. Periscope Van, Radar Guns.

(6) Synchrowzation of Traffic signals in a Network.

(7) Random morning, evening, night and group checking for reckless driving.

(8) Distribution of Literature to the drivers.

(9) Special Road Safety Lectures to the drivers of DTC, Pvt. under DTC operations and other operators in Delhi.

(10) Introduction of Bus Box, Yellow Box etc.